Mr. SPEAKER.—That is not correct. It is only a grant from the Centre. It is for the Crash Programme that 600 rupees limit is applied.

Sri S. NIJALINGAPPA.—The question of cost does not arise.

ಶ್ರೀ ಬಿ. ಬೈರಪ್ಪಾಜಿ.—ಇದುವರೆಗೆ ಮೈಸೂರು ಸ್ಟೇಟ್ ಎಲೆಕ್ಟ್ರಿಸಿಟಿ ಬೋರ್ಡಿನವರು ಒಂದು ಮೈಲಿಗೆ 2400 ರೂಪಾಯಿಗಳನ್ನು ಖರ್ಚುಮಾಡುತ್ತಿದ್ದ ಪಾಲಸಿಯನ್ನು ಬದಲಾವಣೆ ಮಾಡಿ 600 ರೂಪಾಯಿಗಳನ್ನು ಖರ್ಚುಮಾಡತಕ್ಕ ಮಿತಿಯನ್ನು ಹಾಕಿರುವುದರಿಂದ ನೀರಾವರಿ ಪಂಪುಸೆಟ್ಟುಗಳಿಗೆ ವಿದ್ಯುಚ್ಛಕ್ತಿಯನ್ನು ಒದಗಿಸಲು ತೊಂದರೆಯಾಗುತ್ತದೆ. ಆದ್ದರಿಂದ ಇದನ್ನು ಪರಿಶೀಲಿಸುತ್ತೀರಾ ?

Mr. SPEAKER.—Rs. 2,400 per mile is different from Rs. 600 per H.P.—Different standards.

ಶ್ರೀ ಬಿ. ಬೈರಪ್ಪಾಜಿ.—ಹಾಗಾದರೆ ಇದರ ಬಗ್ಗೆ ಹಾಲಿ ಇರತಕ್ಕ ನಿಬಂಧನೆಗಳನ್ನು ಮಾನ್ಯ ಮಂತ್ರಿಗಳು ತಿಳಿಸಿದರೆ ನಾವು ಅವುಗಳನ್ನು ತಿಳಿದುಕೊಳ್ಳುವುದಕ್ಕೆ ಅವಕಾಶವಾಗುತ್ತದೆ.

ಶ್ರೀ ಎಸ್. ನಿಜಲಿಂಗಪ್ಪ.—ಒಂದು ಅಶ್ವ ಶಕ್ತಿ ವಿದ್ಯುಚ್ಛಕ್ತಿಗೆ 2400 ರೂಪಾಯಿಗಳನ್ನು ಖರ್ಚು ಮಾಡುವುದು ಪೇಸ್ಟ್‌ಪುಲ್. ಒಂದು ಮೈಲಿಯಿಂದ ಹಿಡಿದು 2 ಮೈಲಿ, 3 ಮೈಲಿಯಿಂದ 10 ಮೈಲಿಯವರೆಗೂ 2400 ರೂಪಾಯಿಗಳನ್ನು ಖರ್ಚು ಮಾಡಿ ಒಂದು ಅಶ್ವಶಕ್ತಿ ವಿದ್ಯುಚ್ಛಕ್ತಿಯನ್ನು ಕೊಟ್ಟಿದ್ದೇವೆ. ಸಾಧ್ಯವಾದ ಮಟ್ಟಿಗೆ ಪಂಪುಸೆಟ್ಟುಗಳಿಗೆ ವಿದ್ಯುಚ್ಛಕ್ತಿಯನ್ನು ಒದಗಿಸಲು ಪ್ರಯತ್ನ ಮಾಡುತ್ತಿದ್ದೇವೆ.

ಶ್ರೀ ಬಿ. ಬೈರಪ್ಪಾಜಿ.—ಹಿಂದಿನ ನಿಯಮದ ಪ್ರಕಾರ ಮಂಜೂರಾಗಿದ್ದ ಕೆಲಸಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳದೆ ಅವುಗಳನ್ನು ತಡೆ ಹಿಡಿದಿದ್ದಾರೆ. ಆದ್ದರಿಂದ ಈಗಾಗಲೇ ಮಂಜೂರಾಗಿರತಕ್ಕ ಕೆಲಸಗಳನ್ನು ತಕ್ಷಣ ತೆಗೆದುಕೊಂಡು ಮಾಡುವಂತೆ ಎಲೆಕ್ಟ್ರಿಸಿಟಿ ಬೋರ್ಡಿನವರಿಗೆ ಸೂಚನೆಯನ್ನು ಕೊಡುತ್ತೀರಾ ?

ಶ್ರೀ ಎಸ್. ನಿಜಲಿಂಗಪ್ಪ.—ಆ ಕೆಲಸಗಳನ್ನು ಮಾಡುತ್ತಿದ್ದಾರೆ.

Construction of Honnavar Port.

*Q.—116. Sri R. S. HEGDE (Honnavar).—

Will the Government be pleased to state :—

(*a*) the stage at which the construction work of the Honnavar Port stands at present ;

(*b*) when is it expected to be completed ;

(*c*) the reasons for the delay in the construction as per Schedule ;

(*d*) what is the tonnage capacity of the Iron Ore and other mercantile goods expected to be exported through this port ;

(*e*) the amount spent so far for the development of this Port ;

(*f*) the facilities that are available at this Port now ;

(*g*) what facilities do Government propose within or without the Port limit for unloading the imported mercantile goods and other articles coming to Honnavar town from its rural areas ?

A—Sri G. B. SHANKAR RAO (Parliamentary Secretary to Minister for Public Works).—

(*a*) (i) Construction of RCC Wharf (First Stage Lighterage Wharf.) The work has been completed.

(ii) Construction of RCC Sheet piled Wharf (Second Stage Lighterage Wharf).

The work is in progress.

(iii) Facilities for handling Iron Ore on Southern Bank of Honnavar.

The work is in progress

(*b*) (i) Construction of an RCC Sheet piled Wharf (II Stage Lighterage Wharf).

Will be completed by about March 1966.

(ii) Facilities for handling Iron Ore on Southern Bank of Honavar.

Will be completed by March 1966.

(*c*) (i) Construction of RCC Sheet piled Wharf (II Stage Lighterage Wharf).

The Work was slowed down mainly on account of the soil met in sinking the wells. Notices have been issued to the Contractors to push through the work.

(ii) Facilities for handling Iron Ore on the Southern Bank of Honavar.

The reason is not quite apparent. The Contractor has been issued with notice to expedite the work.

(*d*) 3,00,000 tons by the end of 1965-66, subject to completion of Talaguppa-Honnavar road.

(*e*) Rs. 15,78,949 till the end of March 1965.

(*f*) (i) A newly constructed lighterage Wharf about 400 Ft. long with a stacking area of 69,000 sq. ft.

(ii) A transit shed on the Northern Bank of the River with an area of 1,250 sq. ft.

(iii) There is plenty of stacking area available for bulk Cargo on the Southern Bank.

(iv) One diesel Tug for towing sailing vessels.

(*g*) It is proposed to provide facilities to the River traffic on the upstream side of the Bridge guide Bund in order to enable the vessels to come alongside for embarkation/disembarkation or loading/unloading. Necessary proposals in this regard are being formulated.

Sri R. S. HEGDE.—In answer (*a*) (i), it is stated that the work has been completed. May I know whether ships are touching this wharf?

†Sri G. B. SHANKAR RAO.—The wharf is designed for coastal vessels and not for ships. It is not meant for ships, but is meant for vessels.

Sri R. S. HEGDE.—Are any vessels touching this wharf?

Sri G. B. SHANKAR RAO.—At present, no vessels come alongside due to the accumulation of silt near the wharf. As the guide bund to the Sharavathy bridge upstream is under construction silt is being accumulated. It requires to be dredged.

Sri R. S. HEGDE.—What is the estimated cost of dredging it and when is it going to be completed?

Sri G. B. SHANKAR RAO.—The approximate cost is about seventy to eighty thousands. We are not taking up this work now. It will be taken up after the guide bund is completed.

Sri R. S. HEGDE.—In view of this wharf not being used by vessels, was there a representation from the people of Honnavar that a passenger jetty must be constructed for embarking of passengers and for unloading cargoes from the rural areas ?

Sri G. B. SHANKAR RAO.—Yes, Sir. There were reprsentations, in February last We have proposed to put a temporary jetty for the use of passenger traffic.

Sri R. S. HEGDE.—In answer (a)(ii)(iii), it is stated that the work is in progress. What was the scheduled time within which these works had to be completed ?

Sri G. B. SHANKAR RAO.—We hope that the works will be completed within the schedule time.

Sri R. S. HEGDE.—How many jetties are to be constructed in the southern bank of the port ?

Sri G. B. SHANKAR RAO.—Four jetties have been proposed on the southern bank of Sharavathi for unloading iron ore.

Sri SANJEEVANATH AIKALA.—After completion, will it be an all-weather port or fair weather port ?

Sri G. B. SHANKAR RAO.—It will be a fair weather port.

Sri R. S. HEGDE.—What is the estimated cost of a jetty ?

Sri G. B. SHANKAR RAO.—The estimated cost of the jetties is Rs. 2.3 lakhs. There were difficulties in putting up the jetties for want of shoes. Certain materials required have now been obtained. Four piles before the monsoon. Driving the remaining piles is in progress.

Levying of penal interest on the delayed loan instalments.

*Q.—125. Sri S. V. RAME GOWDA (Malur).—

Will the Government be pleased to state :—

whether they would consider the question of abolishing the present system of levying penal interest on the delayed loan instalments of different loan given to ryots and collect only ordinary interest from the ryots even for the period of delay ?

A.—Sri RAMAKRISHNA HEGDE (Minister for Finance).—

The penal interest has to be charged on the overdue instalments of loan repayments and no doubt, Government has been always considerate in waiving the levy of penal interest in hard and deserving cases particularly when interest collected is equal to principal. Government cannot think of abolishing the system of penal interest, as that will encourage default in regular repayments. Even when Government default in repayments to Centre or Life Insurance Corporation, etc., penal rate is charged.